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**MUNICIPAL FRANCHISES.**—A Description of the Terms and Conditions upon which Private Corporations enjoy Special Privileges in the Streets of American Cities. By Delos F. Wilcox, Ph.D., Chief of the Bureau of Franchises of the Public Service Commission for the First District of New York and author of "The American City" and other works. In Two Volumes. Volume One—Introductory—Pipe and Wire Franchises. Rochester, N. Y.: The Gervaise Press, 1910; Distributing Sales Agents, Engineering News Book Department, New York, pp. xix, 710.

This is a most timely work. In many cities of the United States very valuable rights, amounting to monopolies, have been granted in the streets without adequate compensation. This donation of what is in reality public property has often been the result simply of lack of foresight, often it has been the result of bribery. To the indifference of the people in general concerning their own real welfare must be attributed to a very great extent the unfortunate condition of franchise matters in most of our cities. The author of this work states his purpose to be "to simplify, as far as possible, fundamental conceptions as to the nature and purpose of franchise grants; to state as clearly as possible the necessary conditions to be imposed in connection with various classes of franchises; to describe the best types of franchises actually in force in different cities of the country;" and to discuss principles of taxation, rate regulation, public service commissions, and municipal ownership.

The volume just issued contains a preliminary discussion of underlying principles and chapters illustrative of electric light, telephone, telegraph, water, sewer, heating, pipe-line, gas and other similar franchises, while in volume two will be discussed the various classes of transportation franchises and questions of taxation and regulation. The author has been at great pains to collect franchises from a great number of cities and if he had done nothing more than this the book would be well worth while; but he has pointed out the good and bad features—sometimes not easily distinguishable—of actual grants, and the result is a work that must prove to be of great value to public officials, franchise seekers, or private citizens who desire to learn more of the problems involved in this most interesting and important subject.

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**SHIPPERS AND CARRIERS OF INTERSTATE FREIGHT.**—By Edgar Watkins of the Atlanta (Ga.) Bar. Chicago: T. H. Flood & Co., 1909, pp. 578.

This work is confined mainly to a statement of the law governing the relations of and transactions between shippers and carriers of interstate freight, as determined by Congressional Statutes, the decisions of the Federal Courts (some state decisions are also referred to) and the rulings and opinions of the Interstate Commerce Commission. The larger constitutional questions arising under the "Commerce Clause" are but incidentally referred to, or most briefly discussed. The book thus purports to cover a field, hitherto but little occupied, but one of great importance to the classes indi-

cated in the title. After a first chapter relating to the validity and scope of the "Act to regulate Commerce," there are several chapters discussing the several factors in rate-making, discrimination in rate-making, in billing and by other devices, the enforcement of the Interstate Commerce Act, by the Commission, and by the courts, and various matters pertinent thereto.

The "Act to Regulate Commerce" and amendments thereto are annotated with the decisions of the courts and the opinions of the Interstate Commerce Commission. All or portions of several other acts of Congress indirectly affecting commerce, are printed, and somewhat discussed, e. g., the twenty-eight hour law, the Sherman anti-trust law, the safety appliance acts. This part of the work is marred by frequent failure to distinguish, by mechanical devices, between the text of statutes and comment or annotation. The use of different types or of quotation marks would have spared the reader some unnecessary labor.

In his preface, the author says he decided "that where the state of authorities justified, the law should be given as nearly as might be in the language of the courts having final authority to announce the law." The book is not therefore to be judged as an original treatise or commentary. And such, in truth, it is not, for it consists in very large part of quotations from the sources above indicated. This will not, however, prevent its being very useful to shippers, carriers and their lawyers. It brings together in one place a large body of statute and judicial law relating to its subject, and this makes it a convenient manual of great usefulness. Despite a few misspellings and other inaccuracies, mostly typographical, the author has done the work indicated in his preface, with intelligence and fidelity.

H. M. B.

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A POCKET CODE OF THE RULES OF EVIDENCE IN TRIALS AT LAW. By John Henry Wigmore, Professor of the Law of Evidence in the Law School of Northwestern University. Boston: Little, Brown and Company, 1910, pp. liii, 566.

Any work in the law of evidence which comes from Prof. Wigmore must claim attention. This so-called "Pocket Code" is intended, in the language of its author, "to provide the practitioner with a handy summary of the existing rules of evidence and at the same time to state them in a scientific form capable of serving as a Code."

As all practitioners appreciate, there is no branch of the law as to which it is so necessary that his knowledge be immediately available as in this law of evidence.

So often is the necessity for the application of some rule of evidence unanticipated, and so often do the exigencies of the trial forbid particular investigation as to important and material questions in the law of evidence, that it is most important that knowledge of it be full and accurate and that the practitioner may readily refer to the authority on the subject. This being true the value of a book like this "Pocket Code" depends first upon